

	MCBQ Master Plan Comment Matrix						
	Reviewer (Name / Title)	Page	Item	Reviewer's Comment	ATKINS Response to Comment	Completed (Y/N) - By	MCBQ comment
1	Executive Director's Recommendation NCPC File No. MP67			Recommends that MCBQ add a more detailed climate adaptation section to the Master Plan that identifies aspects of climate change that are likely to impact the installation's mission; how MCBQ will address those future potential impacts; and specific projects and programs that would help ensure continued installation operation.	Added to Section 6, page 6-8, from what you sent me: According to the Quadrennial Defense Review Report of February 2010, the DoD has recognized that climate change will affect the DoD operating environment, roles, and missions undertaken; furthermore, adjustments due to climate change impacts on facilities and military capabilities will be necessary. The DoD has made a commitment to foster efforts to assess, adapt to, and mitigate the impacts of climate change. Specifically, the DoD has leveraged the Strategic Environmental Research and Development Program, a joint effort among the DoD, the Department of Energy, and the EPA, to develop climate change assessment tools. CEQ's NEPA Guidance on Consideration of the Effects of Climate Change and Greenhouse Gas Emissions states that "if a proposed action would be reasonably anticipated to cause direct emissions of 27,563 tpy (25,000 metric tons) or more of CO2-equivalent GHG emissions on an annual basis, agencies should consider this an indicator that a quantitative and qualitative assessment may be meaningful to decision makers and the public." MCBQ adheres to CEQ's guidance on evaluating a project's impact on climate change and GHG emissions during the NEPA process.	Y	Data and analysis for the requested climate change section is not readily available, nor is it in the current scope to provide this section in the MP. Need to consult with Contractor and NREA if anything else can be provided (without change in scope).
2	Executive Director's Recommendation NCPC File No. MP67			Recommends that MCBQ revise the Master Plan to identify areas that would be most suitable for various stormwater management areas (rain gardens, bio-retention, underground retention, pervious pavement) and "green energy" (geothermal, solar, wind) production areas in support of the Master Plan's sustainability goals.		no change	Data and analysis for the requested green energy section is not readily available, nor is it in the current scope to provide this section in the MP. MCBQ sustainability and stormwater management programs include energy projects and LID elements for all construction projects. A more detailed stormwater and energy plan is needed to meet specific tier requirements of the UFC, but this will be accomplished with a new funded contract.
3	Executive Director's Recommendation NCPC File No. MP67			Recommends that MCBQ consolidate parking as much as possible to reduce impervious surface area, to improve the urban design of the installation, and to foster transit, walking, and bicycle travel in support of the Master Plan's sustainability goals.		no change	Agreed, parking should be consolidated in identified districts. More detailed parking changes will be addressed with new ADPs when funded. Long range plans for the Barnett and MCAF districts provide a significant decrease of impervious surfaces, but it is not calculated.
4	Executive Director's Recommendation NCPC File No. MP67			Recommends that MCBQ simplify internal vehicular circulation as much as possible by eliminating redundant intersections and roadways with no adjacent development to maximize future development density and to minimize future infrastructure costs.	NOTED: This is specific to Geiger Ridge	no change	Agreed, long range plans can identify potential for roadway removal, but this will also be addressed in more detail through new ADPs.
5	Executive Director's Recommendation NCPC File No. MP67			Recommends that MCBQ eliminate all unnecessary impervious surfaces within close proximity of the Potomac riverfront to bolster stormwater management efforts; to improve water quality in the Potomac River and Chesapeake Bay; and to minimize future infrastructure costs.	Added statemet to Water Quality Section, page 2-46: "Minimizing development /impervious cover on lands within close proximity to water bodies, particularly along the Potomac River, can contribute to decreased runoff and improved water quality. Added to Section 6, page 6-5: Reductions in impervious cover at Hospital Point and MCU, and the removal of structures along Barnett Avenue and near OCS during master plan implementation will increase open space along the Potomac River and contribute to improved water quality."	Y	Agreed, the short and long range plans provide projects and opportunities to reduce building and parking footprints along the river. This information could be better explained in the improved storm water management section.
6	Executive Director's Recommendation NCPC File No. MP67			Recommends that MCBQ conduct further, more detailed planning to reinforce Barnett Avenue as the installation's Main Street through a consistent streetscape, in-fill development, and cohesive character as appropriate, within the context of the Historic District.		No change	Agreed, a new ADP should be provided for this district and MCBQ is seeking funding to update it. However, it is not in scope to provide under current MP contract.

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7	Executive Director's Recommendation NCPC File No. MP67			Recommends that MCBQ locate future Russell Road development directly adjacent to or on existing development sites to increase walking, biking, and transit accessibility and to minimize future infrastructure costs.		No change	Agreed, the MP best shows this pattern for districts planned for infill and redevelopment. The only planned development on Russell Road is a fire station, which is not programed yet. There may be opportunities to move the site closer to exisitng developed parcels, but the current proposed site was selcted due to significant slope changes along the north side of Russell Road, and the need to meet specific emergency response times.
8	Executive Director's Recommendation NCPC File No. MP67			Recommends that MCBQ reconfigure the future Museum district to provide a higher-quality, direct, pedestrian connection between the future hotel and museum building without crossing the surface parking lot.		No change	Agreed, however, MCBQ must consult with NMMC and Heritage foundation to develop this action as a master plan project, especially since this district is a parcel under a licensed agreement to the Marine Corps Heritage Foundation.
1	Maria Sinner, VDOT			The Master Plan identifies a significant increase in employee population (60%) associated with long range development of the installation. The Master Plan/TMP should analyze the impacts of this increase, presenting improvements to the entry gates and the adjacent roadway network (and/or other measures) which may be needed to accomodate long range activities. Such improvements should be determined based on the application of standard transportation and traffic analysis techniques.		No change	Used numbers from COG in TMP; MCB Quantico is not included in these numbers other than 95/Route 1.
2	Maria Sinner, VDOT			The master plan shows additional access to US Route 1 in conjunction with the expansion of the Museum District. In particular, of of the suggested additional access points is proposed to be relatively close to the existing intersection of US 1 and Joplin Road. Any additional access for this area must be coordinated with the Virginia Department of Transportation to ensure that it will operate safely and not adversely affect US route 1.	Figures 7.22 and 7.23: removed entrance to Route 1 from hotel. Page 7-46: Updated Circulation text	Y	
3	Maria Sinner, VDOT			There appears to be inconsistencies in some of the data provided by the Tables. For example, the sum of the existing building sizes identified in Tables E.8 through E.23 is 7.6 million SF. Table 2.1 indicates that the isntallation currently consists of 8.3 million SF. In another case, Table E.5 indicates that 9,603 parking spaces currently exist on the West Side. However, this number is not equal to the sum of the spaces shown for the individual districts (9,809). While these apparent discrepancies do not significantly change the substance of the Plan, they complicate its review and should be corrected. If correct as shown in the docuemnt, the reasons for their apparent inconsistency should be clarified.	Deleted 'building SF' column from table 2.1. Tables E3 and Table 2.2 match to show total building SF =10.5 million SF. Districts do not inlcude every building - residential SF is not included in districts. So the sum of the district existing builing SF is signifiicantly less than the total installation SF. Adjusted Tables E.5 and 2.10 so that sum of parking spaces for individual districts on theWest Side = total of 9,678 spces.	Y	
4	Maria Sinner, VDOT	ES-1, 1-1	E.1 Purpose	This paragraph refers to the purpose being to " govern future development on the base" and to "protect the mission, appearance and quality of life that exist today at MCB Quantico". Suggest revising this to include doing the same for and in conjunction with MCB Quantico's neighboring localitites. That is, the Master Plan Update "is being developed in coordination with the surrounding localities while maintaining its missions and goals"	Added to Section 1.1 page 1-1; added to ES-1, page E-1: "protect the mission, appearance and quality of life that exist today on MCB Quantico, while facilitating coordination with surrounding counties to meet mission and county goals." Added to section 1.8, page 1-10: JLUS text from Stafford County Website	Y	

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5	Maria Sinner, VDOT	ES-25	E.13 Capital Improvement Plan	This section states the plans provide for an additional capacity at MCB Quantico of approximately 2 million SF. It further discusses that the CIP identifies the projects necessary to achieve that mission. Please include narrative of how the impacts of an additional 2 million SF on the MCB will be or is being coordinated with the localities to mitigate impacts to surrounding localities' infrastructure (ie transportation, utilities, schools, services, etc)	added to ES13, page ES-25: The district regulating plans provide an additional capacity at MCB Quantico of approximately 1.5 million SF on the Main Side and 500,000 SF on the West Side. This total square footage is based on specific land areas targetd for growth. While MCB Quantico does not currently have requirements for this amount of space, the regulating plan provides notional building footprints within targeted growth areas that are in line with the Master Plan Vision, Goals and Objectives. The Capital Improvements Plan (CIP) identifies the construction, demolition, and repair/renovation projects necessary to achieve the Vision of the Master Plan. Utility systems at MCB Quantico includes Government owned and privately owned systems that vary in age and condition. A level of service analysis was conducted on the existing utility infrastructure to identify immediate utility needs. Infrastructure necessary to support planned and potential future capacities were identified by system. The CIP prioritizes projects on Government owned systems required to maintain or rehabilitate utilities and to facilitate future development. Infrastructure improvements needed off-post will be addressed on a project level. As requirements arise and projects are developed, efforts to mitigate impacts to surrounding localities' transportation networks, utility systems, schools, and social services will be addressed via systematic programmatic review, and proceures established by the Joint Land Use Study.This total SF is based on availabality of land as indicated in the regulating plan; review "available" vs "mission; add ""coordination will be project by project, and through programmatic review, and JLUS"	No	
6	Maria Sinner, VDOT	1-4	1.4 Master Plan Vision and Goals	this narrative identifies the vision and goals of the MCB Quantico property. However, similar to the above comments, suggest including as one of these goals to read perhaps "to coordinate land use needs of the MCB Quantico with those of neighboring localities"	Section 1.4, page 1-4, Added bullet to purpose "Facilitate coordination with surrounding communities to meet mission and county goals"	Y	
7	Maria Sinner, VDOT	1-6	1.8 Vicinity Plans and Coordination	In the fourth paragraph, suggest changing the last sentence to read something like "Although these Comprehensive Plans include recommendations to changes in zoning, land use regulations, and transportation, changes to Comprehensive Plan and zoning within Comprehensive Plans is subject to specific regulations, ordinances, and development impact studies."	Adjusted sentence on page 1-6: "Although these Comprehensive Plans include recommendations to changes in zoning, land use regulations, and transportation, changes to Comprehensive Plan and zoning within Comprehensive Plans is subject to specific regulations, ordinances, and development impact studies"	Y	
8	Maria Sinner, VDOT	1-8	1.8 Vicinity Plans and Coordination	There is a fair amount of discussion about the lack of County's adopting a Military Facility Impact Overlay District. This is for the Range Compatible Use Zone (RCUZ) and includes areas within a 5-mile radius where high explosive detonations occur. Suggest adding the RCUZ to figrue 1.4 (or an additional figure) to visually communicate those areas around the perimeter of the base MCB Quantico identifies such a need to faciliate or otherwise promote the County's planning of Military Facility Impact Overlay Districts.		no change	Maps are in JLUS cooordiantion process; Not including Range sensitive information in master plan. Leave out for now as not yet adopted.
9	Maria Sinner, VDOT	1-10	1.8 Vicinity Plans and Coordination	In the last section titled "External Encroachment" within the first paragraph please change the second to last sentence from "In addition, VDOT is making improvments to I-95 and Route 1 that may promote additional growth south of MCB Quantico". VDOT does not build roadway networks to promote developmental growth per se. Please revise this sentence to perhas read "In addition, VDOT is making improvements to I-95 and Route 1 to address existing and projected traffic volumes within these corridors."	Adjusted sentence on page 1-10: "In addition, VDOT is making improvements to I-95 and Route 1 to address existing and projected traffic volumes within these corridors."	Y	

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10	Maria Sinner, VDOT	2-25	2.5 Existing Circulation Network	In the section titled "Gate Operations", there is discussion that during 100% vehicle identification checks, inbound vehicles on Fuller Road have been observed queuing back to the I-95 interchange. Related, the narrative describes the inbound queuing distance and the space after the gates have an effect on traffic flow and congestion. Improvements have been identified between Route 1 and the Fuller Road Gate. What improvements , if any, have been identified between Route 1 and I-95 to mitigate this problem? We could not find any recommendations for this segment within the 2013 MCB Quantico Transportation Managment Plan.	Added to Section 3.4, page 3-74: "Construct P-588 to increase the Main Gate inbound inspection lanes on Fuller Road to three with an additional truck inspection lane... and to shift queuing to base property."	Y	TMP did not analyze long range conditions. However, current projects on the base address queueing issues on Fuller Road by moving the gate east and widening Fuller Road (P-588). PW County is planning improvments on Joplin Road (off-base).
11	Maria Sinner, VDOT	2-52	2.8 Cultural Resources	This section addresses Archeologicla Sites, Historic Districts, and Cemeteries and refers to subsequent Figures 2.30 and 2.31. In those Figures, the legend calls out Restricted Sites, Historic Districts, and Cemeteries. Suggest revising the legend in the Figures to match the narrative to indicate "Archeological Sites" rather than "Restricted Sites" (which could have a different meaning).		no change	Archeological sites are avoided in the master plan but are not shown as deliniated areas. They have been included as a layer with other cultural and natural resource constraints. This strategy was intentional to protect those areas and sites from being published.
12	Maria Sinner, VDOT	2-55	2.9 Operational Constraints	This section, in part, discusses clear zones, accident potential zones, and zones associated with fixed-wing aircraft and helicopters. It discusses and provides a Figure identifying for these aircraft. Do all helicopters utilize the airstrip area shown on the map only or are there heliports/helipads in other locations on the MCB (which have different clear zone requirements for any primary and secondary approach/departure paths). If so, please identify the locations of those heliports/helipads and the zones assocaited with those. If not, please revise the narrative to indicate that all aircraft - both fixed-wing and helicopters - only utilize the airstrip/clear zones shown on Figure 2.32.	Added to page 2-56, "Clear zone requirements are specific to fixed-wing approach and departure at the airstrip. Landing zones for helicopters exist in mutiple areas throughout the base but are not shown due to sensitive information"	Y	Clear zone requirements are specific to fixed wing approach and departure at airstrip.
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